

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4456.

廿九年十二月一號

WEDNESDAY, JANUARY 27, 1904.

三月三

正月廿七號

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,310,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " TARO HODSUMI,

Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$16,000,000
Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
A. Haupt, Esq. C. A. Tomes, Esq.
E. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of a per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 25th January, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000:
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shan, Esq. J. Lauts, Esq.

Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

NO. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.

No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS No. 3A, BLUE BUILDINGS.

GODOWNS: PEAK EAST.

Apply to

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 1st December, 1903. [26]

THE HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

WEDNESDAY, JANUARY 27, 1904.

NOTES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REAMS.
YOKOHAMA VIA SHANGHAI, { SOCOTRA { About 28th Freight only.
MOJI and KOBE, { LOMBARD STREET, E.C. { C. J. Benton, R.N.R. { January
(Passing through the Inland Sea.) { F. C. Bishop, Manager, Eastern Department. {
LONDON BANKERS: { PARR'S BANK, LIMITED.
PARR'S BANK, LIMITED.
HONGKONG OFFICE:
4, DES VIEUX ROAD.
General Banking and Exchange business transacted.
INTEREST ALLOWED
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 "
" 12 " 4 % "
E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [20]

For further particulars, apply to
Hongkong, 27th January, 1904.

E. A. HEWITT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS; LONDON AND CONTINENTAL BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, UNION OF LONDON AND SMITH'S BANK, LTD., CREDIT LYONNAIS, DRESDNER BANK, COMPTOIR NATIONAL D'ESCOMpte DE PARIS, &c.

The Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at Rates which may be ascertained on Application.

HONGKONG BRANCH: 20, DES VIEUX ROAD CENTRAL, CHARLES R. SCOTT, Manager. Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 14TH NOVEMBER, 1866.

Shanghai Taels.

SUBSCRIBED CAPITAL £5,000,000

PAID-UP CAPITAL £2,500,000

Head Office—SHANGHAI.

Branches and Agents: CANTON, PENANG, CHEFOO, SINGAPORE, HANKOW, TIENSIN, PEKING.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH: Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS: 3 1/2 per Annum. Fixed Deposits for 3 months.

4 1/2 " " 6 "

5 1/2 " " 12 "

E. W. RUTTER, Manager. Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-HOLDERS £800,000

RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 1/2 "

" " 12 " 10 "

T. F. COCHERANE, Manager. Hongkong, 24th December, 1903. [24]

THE FAVOURITE BRAND FOR TWENTY YEARS.

NAPIER JOHNSTONES

FOR further particulars apply to
Hongkong, 21st January, 1904. [13]

MELCHERS & CO., AGENTS.

Hongkong, 23rd July, 1903. [41]

Intimations.

LANE, CRAWFORD & CO.

AS SUPPLIED TO THE LEADING CLUBS AND HOTELS.

PRICE: Per Dozen \$17.00. Per Bottle \$1.50.

LANE, CRAWFORD & CO.

Hongkong, 2nd January, 1904. [18]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.

Monthly Boarders accommodated on very moderate terms.

For particulars apply to THE MANAGER.

NOTICE

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than

MACAO.

And there is no more comfortable Hotel in the Far East, than the

MACAO HOTEL.

W. FARMER, Proprietor.

Hongkong, 4th December, 1904. [46]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1904. [46]

Intimations.

Bovril supplies to the body the

nourishment it requires, and makes

good the muscle, tissue and energy

spent during the hurry and worry of

the day's work. The very embodiment of strength and sustenance in

a digestible form is Bovril.

Intimations.

Bovril

supplies to the body the

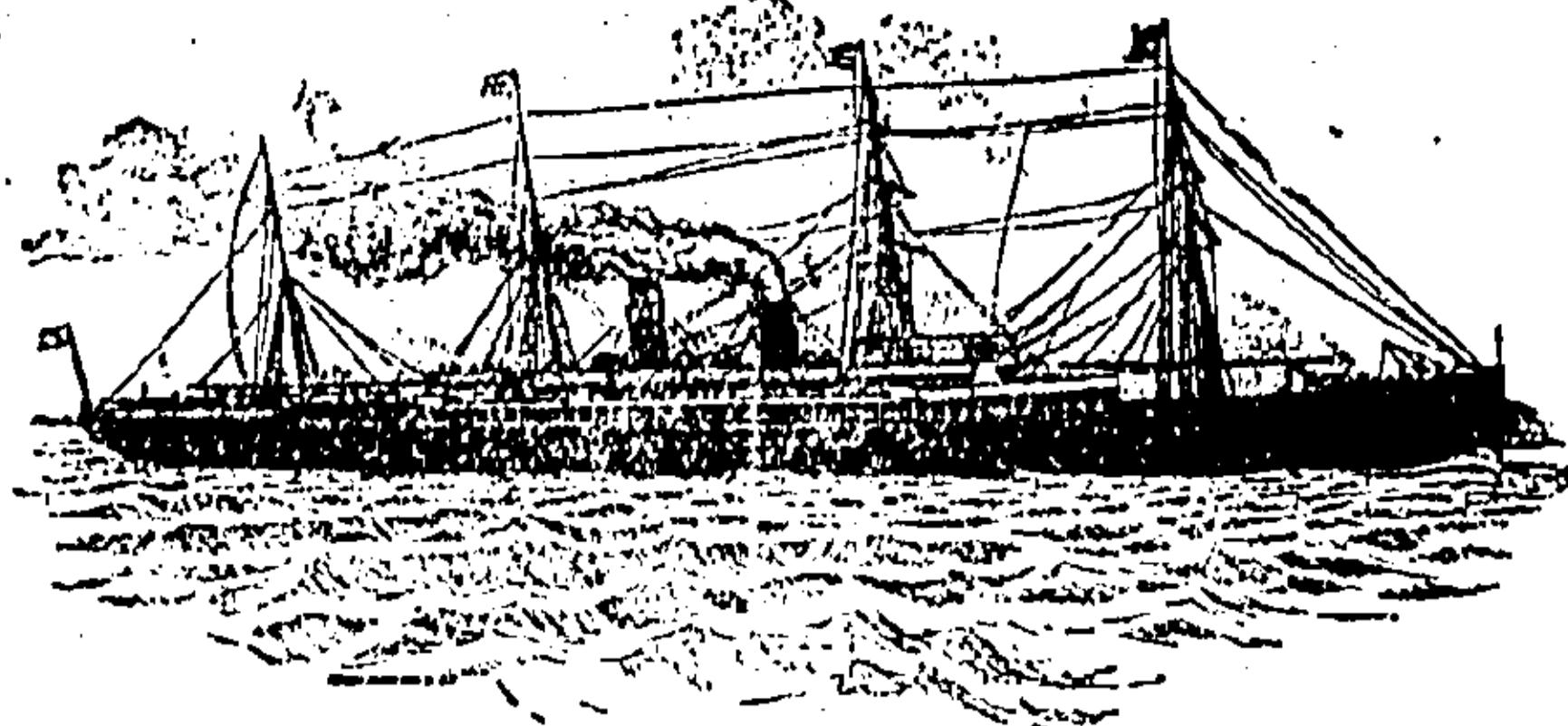
nourishment it requires, and makes

good the muscle, tissue and energy

spent during the hurry and worry of

Haus.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	4,784 Gross Tons...FRIDAY, 29th January, at Noon.
"SIBERIA"	11,284 " ..SATURDAY, 13th February, at Noon.
"COPTIC"	4,352 " ..TUESDAY, 23rd February, at Noon.
"KOREA"	11,276 " ..THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 " ..SATURDAY, 19th March, at Noon.
"CHINA"	5,060 " ..TUESDAY, 5th April, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Government of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

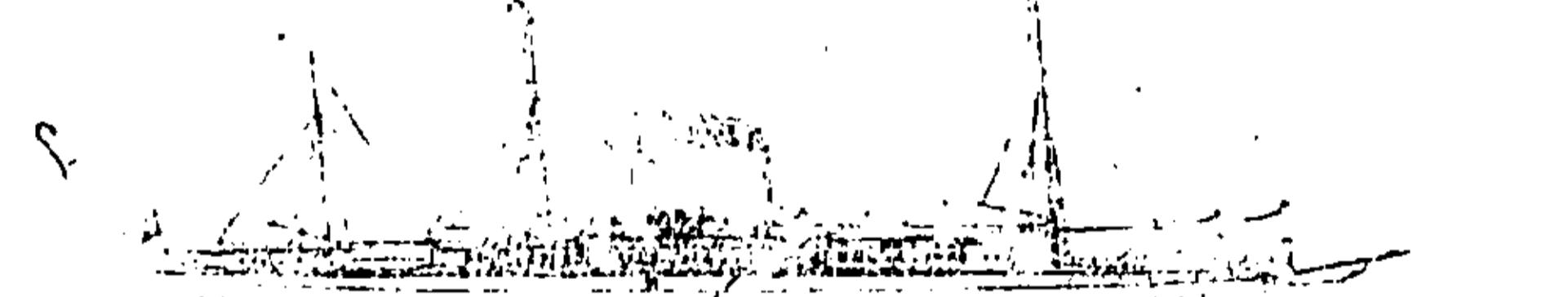
Sailings positively on schedule date.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 20th January, 1904.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" .. 6,000 Tons. WEDNESDAY, 10th February.

" " "STAR" .. 4,425 " WEDNESDAY, 24th February.

" " "EMPERESS OF JAPAN" .. 6,000 " WEDNESDAY, 9th March.

" " "EMPERESS OF CHINA" .. 6,000 " WEDNESDAY, 23rd March.

" " "ATHENIAN" .. 3,882 " WEDNESDAY, 6th April.

Hongkong to London, 1st Class, .. via St. Lawrence £60. Vid New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail .. £40. £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, 9, Pedder's Street.

Hongkong, 27th January, 1904.

HAMBURG-AMERIKA LINIE.

OSTASIASTISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

WURZBURG .. HAVRE, BREMEN and HAMBURG. { 29th January. Freight and Passengers.

v. Binsen .. (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG. { 6th Feb. Freight.

ALESSIA .. (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. { 6th Feb. Freight.

Schönfeldt .. (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. { 27th Feb. Freight.

C. FERD. LAEISZ .. (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG. { 8th March. Freight.

Sachi .. (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG. { 22nd March. Freight.

SITHONIA .. (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. { 5th April. Freight.

Hildebrandt .. (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG. { 5th April. Freight.

SAMBIA .. (Calling at SINGAPORE and PENANG). HAVRE and HAMBURG. { 5th April. Freight.

Schmidt .. (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. { 5th April. Freight.

ANDALUSIA .. (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. { 5th April. Freight.

v. Dohren .. (Calling at SINGAPORE and COLOMBO). HAVRE and HAMBURG. { 5th April. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 18th January, 1904.

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RAILWAY AND MINING REGULATIONS.

The following regulations drafted by the Board of Commerce recently appeared in a series of issues of the *JIA JIA*, and afford some idea of the tendency of official thought in this connection. We give them in brief only.

The Board of Commerce having been by Imperial Edict ordered to assume control of the railway and mining affairs, was also directed to draw up new rules and regulations for the control of the same, and the decision as to the suitability of those previously existing is left entirely to the Board.

Foreign or Chinese merchants asking permission to construct railways must first submit the scheme in writing to the Board, who will then memorialize the Throne as to the proposed management. If the regulations are based on the former ones and not in harmony with the new regulations, the application will not be allowed.

3.—Any officials desiring to construct railways or branch railways, must submit a map showing plainly the proposed route of the line, also statement of the number of shares and amount of capital paid up. The Board will then investigate the character of the applicants in their native towns or district of office, and also examine the regulations to see whether there is anything contrary to the revised regulations.

4.—The route of the line having been settled the local officials shall issue a proclamation to the people not to wilfully oppose the said construction. The officials must also fix a reasonable price for the land which the people must not increase, the railway company paying the land taxes. Railway construction must try and suit their line so as to avoid graveyards as far as possible, and not provoke the hostility of the people. Where this cannot be done the railway company shall provide a fund to cover the cost of removal.

5.—Foreign applicants, in addition to petitioning the *Wai Wu Pu*, must satisfy the Board of Commerce as to whether the undertaking is entirely with their own capital or whether they are merely shareholders.

6.—In the case of companies comprising both Chinese and foreign shareholders, if foreigners are really unavoidable, the majority of shares must be held by Chinese, and the number of shares held by foreigners must in no case exceed that held by Chinese. The precise number and proportion of foreign shares must be truly stated in the memorial to the Board, and the number must on no account be increased nor more foreign capital added. In the event of anything like this being discovered the agreement will be cancelled.

7.—In case where consent is given to any foreign company to construct railways, Chinese subjects must have the right to enjoy the same privileges and profits, and not less than 30% of the shares must be kept always available for Chinese purchases, with the right to purchase at par.

8.—Any such Company whether established by Chinese or foreigners must be under the control of the local officials, and they must in no case be deprived of any authority; and in the event of anything being wrong with the finances, the Company will be dealt with in accordance with the regulations of the Chinese government.

9.—Any Chinese subject who has sufficient money himself or is able to collect capital of over Tls. 500,000 for railway construction, and runs the line profitably, will be recommended by the Board of Commerce in a special memorial to the Throne for reward.

10.—Chinese subjects requesting permission to construct railways must first calculate the amount of money required for construction, purchase of land and all other expenses. If any extra expenses occur which cannot be foreseen at the outset, and the company is not able to raise the necessary funds by issuing more shares, they may be permitted to mortgage the rolling stock and houses, but not the land, but the loan so raised must in no case be greater than 30 per cent of the original estimates. The amount required must be reported to the Board of Commerce before the loan is raised, for which the Government will however be in no way responsible. If the Board gives its consent then the loan may be negotiated, and a copy of the conditions of loan must be lodged with the Board.

11.—If a Chinese company having finished the construction of a line finds a branch line is necessary, but the requisite funds are not forthcoming, and they desire to raise a foreign loan, the matter must be duly reported to the Board of Commerce which will investigate the business and decide whether it can be done or not.

12.—In the event of Chinese applicants for railway construction making private agreement with foreigners to mortgage the property to them, attempting to sell the same after construction, and it comes to the knowledge of the government, the Board of Commerce will immediately cancel the concession and confiscate the property in addition to seriously punishing those concerned.

13.—All persons having obtained permission to construct railways, whether foreigners or Chinese, must specify a definite date within six months from said permission being given on which they will commence to survey the track, and after this within another six months the construction of the line must be commenced. The gauge must be 4 feet 8½ inches the same as the English gauge, similar to the lines already constructed in China. The date for commencing work must be reported to the government well in advance of the time limit, otherwise the permission will be deemed null and void. If the work is interrupted or delayed for any reason the master must be reported in time for the government to make investigation, and if the reasons have been reported correctly an extension of time may be granted.

14.—In any districts where railways are to be constructed, if the land-owners raise their voices or put other obstacles in the way of the work the company may report the fact to the

local authorities who will then issue a proclamation to stop such irregularities, also any squeezing of Yamen runners, as railways being a means of commercial expansion and development are one of the most important undertakings the government can encourage. If any official in any locality therefore does not do his utmost to protect the work, and exhibits any hostility towards it, he must be reported to the Throne and severely dealt with.

15.—As there are not at present any qualified railway engineers among the Chinese, any railway company will be at liberty to engage foreign engineers, and wherever such may be stationed the local officials must be careful to protect them. If the foreigner so engaged do not perform their duties well, and the local officials have reason to complain of any conduct, the company should then discharge them and not transfer them to other places. If the foreign employees commit any serious offences, the master should be reported to the Board of Commerce which will communicate with the offender's Consul and have him removed.

16.—Any Chinese or foreigner must first apply to the Governor of the province in which he wishes to construct his line, and the Governor must decide whether such a line will be profitable for the Chinese, and if not in any way contrary to the spirit of Regulations, he will then forward the application to the Board of Commerce.

17.—Any disputes arising between the company and others, or anything which hinders the profits of the concern must be settled by the local officials if the company is Chinese. Disputes between foreigners and Chinese must be settled by arbitration.

18.—Railways and Mining are quite separate affairs and they have separate regulations. Those applying for railway rights should not mix up mining with them. In cases where a coal supply for the railway would be very expensive and difficult unless procured in the vicinity, special arrangement might possibly be considered. If the Board of Commerce should object to such extension of privilege the railway application must be renewed separately.

19.—The mining and railway headquarters must send in a report to the Board of Commerce every year, which must include the reports from all branch offices properly filled, one copy to be lodged with the Board as a record.

No agreement must be signed until approved by the Board of Commerce, and when the line is completed the Board of Revenue must arrange for the establishment of Customs stations along the line.

Foreigners or Chinese constructing railways must give government troops the first claim on the line in time of war, and transport men, arms, and provisions at half rates.

During the construction, and after its completion the company is allowed to employ native watchmen, one or two to every 40, but they may not carry any arms. If soldiers should be necessary to patrol the line, the company must first petition the Board of Commerce which will communicate with the local officials. The company must pay the expenses of any such soldiers lent them by the local officials. All lines when completed must convey mails for the Imperial Chinese Post, and detail regulations may be drawn up in connection therewith.

All the above articles are important in connection with railways and others may be subsequently found necessary, but if so they must be inserted at the time of granting the Concession.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D' Hole at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th October, 1903.

For Sale.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c., for

GASOLINE AND GAS LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace,

Hongkong, 2nd January, 1904.

Intimations.

THE

ROBINSON

PIANO

CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS

AND

BABY ORGANS

GUARANTEED FOR CLIMATE.

THE NEWEST RAG TIME MUSIC and BOOKS.

VICTOR TALKING MACHINES

METHOD OF REPRODUCTION OF THE HUMAN VOICE

SHIPS PIANO PLAYERS

\$450

CASH OR CREDIT

Hongkong, 6th January, 1904. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

SOLE AGENTS FOR "OMEGA" WATCHES. "OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

10, QUEEN'S ROAD, Watson's Building, 50.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903. [52]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 27, DES VIEUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 2nd January, 1904. [53]

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 5th January, 1904. [54]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

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Notices.

WATSON'S
SEASONABLE
SPECIALITIES.

WATSON'S BALSAM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

WATSON'S WHITE EMBROCATION

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE COLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

A. S. WATSON & Co.,
LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd January, 1904. [35]

TELEPHONE NO. 254.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1839.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,
GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

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Lieutenant H. H. Clarke

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TELEGRAMS.

(Reuters.)

Release of Col. Lynch.
London, 25th January.
Col. Lynch has been released on license. The Daily Telegraph says it is understood that the King intervened on his behalf in recognition of the demonstrations he received on his visit to Ireland.

Russia and Japan.

It is not expected in St. Petersburg that a reply will be presented to Japan for some days.

Korean Neutrality.

Reuter's Agency at Seoul wires that the Korean Minister in St. Petersburg has telegraphed that Russia does not approve of Korea's declaration of neutrality.

Disastrous Fire in Norway.

The town of Aalesund in Norway has been almost completely destroyed by fire; the population of 12,000 are homeless and owing to the severity of the weather, their condition is terrible. Two German Atlantic liners have gone to afford relief and shelter.

LATER.

Another Cabinet Council.

Another meeting of the Cabinet Council was held yesterday which lasted nearly four hours.

The Damaraland Expedition.

The news from Damaraland is grave. Several attempts to relieve Okahandja have been repulsed with heavy loss. Five settlers with their wives and children have been murdered.

(Far Eastern Press Association.)

Disastrous Explosion.

Johnstown, Penn., 22nd January.

Twelve persons have been killed and several others injured here by a boiler explosion which wrecked the entire plant in which the machinery was way.

No figures as to the damage have been given out yet.

Fire broke out immediately after the explosion, but the flames were quickly extinguished by the heroic efforts of the firemen, and before the smoking, steaming ruins had even partially cooled they were plowing through them looking for the agonizing burdens under which they soon staggered out into the air, to be greeted by the women and children of the unfortunate who had met their death.

The scene was heart-rending. All the bodies have been recovered.

Hackmen on Strike.

St. Louis, 22nd January.

All of the hackmen of this city are on a strike and those Jehu who have their own vehicles are threatened with violence if they continue in the carrying trade as long as the strike lasts.

At least 5,000 hackmen are idle and the business of the livery stables is crippled.

Pure Food Bill.

Washington, 22nd January.

Representative Hepburn's pure food bill, for which there has been considerable agitation for some time past, has been voted upon and passed by the House.

It now comes before the Senate for consideration.

Herrmann's Trial.

Cagayan, de Misamis, 22nd January.

The demur in ex-lieutenant Herrmann's case has been overruled and a new complaint filed embracing the charge of piracy. To this new count the defendant immediately demurred.

The complaint is said to be very badly drawn and Herrmann's behaviour and attitude is full of braggadocio. He regards himself as a hero, and is proud of his long list of crimes. He has announced the belief that he will be acquitted, as the evidence is not strong enough for any court to convict him, he says.

Herrmann has pleaded guilty to the charge of desertion, and as a result of the first trial, Lieutenant Fortich, of the constabulary, has been charged with perjury and is to be arrested to-morrow.

THE FLEET.

A new crew is to come out from home to recommission the battleship *Glory*.

At Portsmouth on 22nd ult. the cruiser *King Alfred* hoisted her pennant to take out the *Glory's* new crew and a crew for the river steamer *Kinsh*.

The presence of the *King Alfred* will add a fine cruiser to the British naval strength in the Far East, as she can be retained on the station if wanted.

FREEAR'S FRIVOLITIES.

This world-famous entertainment will be presented on Saturday and Monday next at the Theatre Royal instead of Thursday as previously announced. Freear made a great success in Hongkong a year ago, when he appeared to crowded houses, since then he has tickled the sensibilities of numerous Kings and Potentates in every corner of the globe, amongst them King Edward VII, The King of Siam, The Sultan of Turkey who presented him with the medal of Fine Arts which is on view with his credentials at Robinson Piano Co. The elite of the city will be in evidence on Saturday evening, and Freear should be equally successful on his second visit. His entertainment is pure and wholesome "Fun without Vulgarity," and he guarantees to keep his audience in roar of laughter for over two hours.

REPORTED LOSS OF A TRANSPORT.
WITH ALL HANDS.

A report was freely circulated among the shipping fraternity this morning to the effect that a well-known steamer had founded with all hands after being, in collision in the China Sea between Hongkong and the Philippines. We have been unable to verify the rumour, but are given to understand that a cable was received in the Colony to the effect that the American despatch boat, *Zafiro*, which has recently been used in the transport service, was run into by a French steamer some ninety miles from Manila. It is believed that she was returning to Manila from a voyage to the north which she was recently dispatched to land mines at Seoul.

The *Zafiro*, which is a vessel of 1,000 tons, and is in charge of Capt. Whitton, was acquired by the American Government from Messrs. Shewan, Tones & Co. on the outbreak of hostilities between the United States and the Spanish. She is generally engaged in plying in the waters of the Philippines Islands.

SANITARY BOARD.

At the meeting of the Sanitary Board to-morrow the following matters are among those to be brought forward:—

Reply from Government to the Board's recommendation regarding the resumption of the Gough Street latrine.

Minute by the Acting Medical Officer of Health relative to Section 153 of the Public Health and Buildings Ordinance, 1903.

The President, pursuant to notice, will move:—

That the Board, under the provisions of Section 30 of the Public Health and Buildings Ordinance, 1903, depose Inspector S. M. Gidley to institute summary proceedings before a magistrate against any person contravening any of the bye-laws duly made under section 16 of the Public Health and Buildings Ordinance, 1903, when so directed in writing by the Acting Medical Officer of Health.

That the Board, under the provisions of Section 256 of the Public Health and Buildings Ordinance, 1903, depose Inspector S. M. Gidley to institute summary proceedings before a magistrate for the recovery of any penalty imposed by part II of the said Ordinance, or any by-laws made thereunder, when so directed in writing by the Acting Medical Officer of Health.

Letter from the Sanitary Surveyor recommending that Inspector R. Duncan be deputed by the Board to institute summary proceedings and to recover penalties.

Colonel W. S. Webb, R.A.M.C., pursuant to notice, will move:—

The Board recommend the Government to take the necessary steps to improve the sanitary condition (up to the military boundary) of the road leading from Hill Street to Lower Belcher Fort, and to supply adequate latrine accommodation for the Chinese in this part. Plan of a public latrine to be erected on the west side of the Bowrington Canal.

THE WIRE RIGGING CASE.

JUDGMENT FOR DEFENDANTS.

At the Supreme Court this morning the Puisne Judge, Mr. A. G. Wise, delivered judgment in the case brought by Messrs. A. Ross & Co., of 4, Des Voeux Road against the Ching Hop firm, of Wing Lok Street to recover the sum of \$108,11 in respect of the loss on re-sale of a quantity of wire rigging, of which defendants refused delivery. The case was first on for hearing at the Supreme Court on 14th inst., when Mr. E. A. Bonner, of Messrs. Dennis and Bowley, appeared for the plaintiffs and Mr. J. Hastings for the defendants. It was then adjourned in order that Mr. Thomson might be in attendance and give evidence. Mr. Bonner explained this morning that Mr. Thomson was still indisposed, and

His Lordship said he would have to give judgment which he proceeded to do in favour of the defendant with costs. He pointed out that plaintiffs had failed to carry out their contract as they ought to have delivered the 50 tons of wire rigging at a certain time, and as a matter of fact only offered 20 tons. Therefore defendants were perfectly justified in cancelling the contract.

THE CHINESE ENGINEERING AND MINING CO.

It is somewhat difficult at this distance and with the rather meagre information brought over the wires, to know exactly what is the underlying cause of the secret Edict relating to Chang-Yen-mao, the Kaiping mines and the port of Ching-wan-tao. It may be politics, or it may be connected with the method adopted on the matter of the transfer to the present Chinese Engineering and Mining Company, which has never been explained to the satisfaction of many people. We are variously told that Chang-yi, the director of Northern Railways, is threatened with disgrace and punishment in the event of his failure to regain possession of the mines within two months. If it is possible to prove any illegality in the deed of sale, and the Chinese could recover control of the mines, Ching-wan-tao would immediately be acquired by the Russians, who are straining every effort to obtain possession. It is added that Hu Yu-m-i, Director of Railways, has been lately in close consultation with the Russians at Port Arthur and Moukden, concerning the railway beyond the Great Wall, but this had reference to an extension beyond the Liao river. The edict adds that Ching-wan-tao was opened by China through officials appointed by the former Viceroy, and that there is consequently no reason why the place should be the property of the mining company and sold to others at its discretion. This is a bit of a lark that has been transmitted, and whilst we must admit the importance of the port in winter as a means of communication from the south for Peking and Tientsin, it is, as we have said, very difficult to discern whether politics or the circumstances of the transfer of the present company under duress in 1900, or both, is the cause of the present act by the Chinese Government. It may be taken as essential, whatever the cause, that a port to the westward of the Great Wall should not fall into Russian hands.—*L. & C. Express*.

NORTHERN NOTES.

The last two Volunteer Fleet cruisers which left Odessa for the Far East carried, between them 52 naval guns of various calibres and 18 quick-firing ordnance for the Russian Pacific Squadron. Although such warlike consignments are entered on the ships' manifests as different kinds of general cargo, the Turkish authorities are perfectly well aware of the nature of the material passing through the Bosphorus and Dardanelles. When specially picked troops are embarked from the Black Sea for the Far East they are invariably described on the ship's papers and bill of health as "young recruits."

LIGHTHOUSES.

The Corean Government is busily engaged in erecting lighthouses in all the harbours, and at all points of the coast accessible to shipping. Thus, the Bay of Chemulpo is lighted already by four lighthouses built and fitted out on the latest system at a cost of one million yen, and 40 lighthouses are being built at other points. One English and two Japanese engineers are engaged in this work, and the work; and also the general superintendence of the lighthouses, have been entrusted to Mr. MacLeavy Brown, who is in charge of the Corean Customs.

FINANCIAL.

In the present critical position of affairs in the Far East, it is of especial interest to learn that telegrams which have been received in prominent City quarters from Paris show that inquiries have been made in the French capital as to the possibility of raising a new Russian loan of from £20,000,000 to £25,000,000. It is understood that similar inquiries have been addressed by the Russian authorities to New York, with the express desire that the matter should be kept strictly secret, but, owing to the general situation in Russia and the Far East, it is very doubtful, if financial houses will entertain a loan on any terms just now.

TRADE AFFECTED.

At the London branch of the Yokohama Specie Bank one of the officials said recently to an interviewer:

"Although we have no definite news one way or the other, we have every hope of peace. So far trade has not been affected, but people are beginning to hold back. The rumours so far have not influenced our business."

The manager of Messrs. Okuro and Company, one of the chief Japanese firms in the City, said:

"There is nothing in our advices to lead us to believe that there will be war. Steamers are leaving England as usual for Korea. Business telegrams received to-day are of a nature which would be unlikely if war were regarded as imminent."

The manager of another important Japanese firm said:—

"I have no news whatever indicating the likelihood of war, and, although some of those in my employ would be the first to be summoned to Japan, I have not heard of anyone who has been told to hold himself in readiness to return to the Far East."

At the London offices of the Nippon Yusen Kaisha the view was expressed that there would be no war.

The prevalence of certain rumours was affecting trade by reducing the amount of shipments to Japan. It was, however, a significant fact that not a word about the possibility of war had been heard from the headquarters of the company at Tokio, and that no intimation had been received that any of their subsidised steamers had been requisitioned by the Government. One of the events of hostilities would be the requisitioning of some of their fleet. As a matter of fact all their steamers were following their usual programme.

At the offices of Sir Marcus Samuel and Company the view was expressed that while the situation was undoubtedly critical, yet there was reasonable hope of a settlement.

Several agents in London of wholesale tea and silk houses in Japan have received instructions not to book orders from customers until further notice.

This is taken as intimating that the fear of war breaking out is serious.

THE PHILIPPINE CURRENCY.

AND THE LOCAL BANKS.

EXPERT CRITICISM.

In continuation of the article printed in our issue of yesterday on this subject we reproduce from the *Cable news*, of the 22nd inst., the following interesting criticisms on the Philippine Currency legislation by the respective managers of the local banks.

INTERNATIONAL BANKING CORPORATION.

Manila, 20th January, 1904.

The Honourable Members of the Philippine Commission.

Gentlemen.—With regard to the legislation that it is proposed to bring into force for the purpose of making general the use of Conant \$ in lieu of the present local currency; that is Mexican \$, Spanish dollars, and half dollars, I consider that as the currency question primarily and almost exclusively affects the inhabitants of the Philippines the most simple form of eliminating the present local currency from circulation would be for Government to offer to change it into Conants at par which is but a natural amplification of the bill passed 14th January making the importation of Mexican and other silver coins not on a Gold basis illegal. The coins so interchanged could be recoinced into Conants as is at present being done with the Spanish dollars and half dollars collected by the Treasury.

I do not consider that an earlier date than 31st December, 1904, should be fixed as a limit of time for the conversion having in view the general conditions of the Philippines, the slow and deficient means of transport, the inaccessibility of the more remote provinces, and the fact that, with the exception of Cebu and Iloilo, there are no Banks in the Provinces. For these reasons any hasty legislation would inflict marked injustice on those who for unavoidable

causes are not in a position to change their local currency into Conants with the same facility as those resident in and near the principal towns.

Generally speaking, there has been no great reluctance shown by the community to use Conants where practicable as may be seen from the Press in which numerous notices state that only Conants will be accepted for articles purchased, and the Banks as far as practicable conducted operations on a Conant basis. The chief difficulty that presents itself is in dealing with the provinces and as mentioned above I consider that ample time should be accorded to the Provincial Government to enable them to comply with the new currency legislation. In any case this will be a difficult operation and the probability is that the poorer and labouring classes will be made the victims of exploitation under the pretence of the enforcement of Government decrees whilst the richer and more favourably situated have had abundant time and opportunity to study the situation and avail themselves of the most favourable occasion for transferring their local currency balances to the new basis.

It may be contended that Government is under no obligation to redeem Mexican \$ in the Islands but when it is considered that Mexican \$, Spanish \$, and half dollars have been the circulating medium for many years and as the quantity of Spanish dollars and half dollars would have proved quite inadequate in the past to meet the demands of trade and further that the importation of Mexican \$ was illegal up to 1877 and later on in 1897 the Spanish Government permitted, under certain restrictions, the importation of Mexican \$ from pure necessity, it would seem that the calling in of Spanish dollars and half dollars and the discarding of Mexican that have been pari passu discharged the functions of a circulating medium, unjustified.

It should be borne in mind that the withdrawal for export of a large amount of Mexican \$ from circulation will cause a corresponding displacement in the currency available for the requirements of the country for which Government would no doubt make the necessary provision. A rise in the price of bar silver to 29/- per ounce would make it profitable to export the Conant \$. In last October silver was quoted as high as 28/- and although the probability of an advance to 29/- may be very remote, the possibility thereof still remains.

Respectfully yours,

R. W. BROWN.

(To be continued.)

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	1/16
Do. demand 1/16	1/16
Do. 4 months' sight 1/9 15/16	2/26
France—Bank T.T.	4/3
America—Bank T.T.	4/3
Germany—Bank T.T.	1/84
India T.T.	1/33
Do. demand 1/34	1/34
Shanghai—Bank T.T.	Nominal
Japan—Bank T.T.	80/
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	1/68
4 months' sight L/C 1/10 1/16	1/10 1/16
6 months' sight L/C 1/10 3/16	1/10 3/16
30 days' sight San Francisco & New York 44/	44/
4 months' sight do 45/	45/
30 days	

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	" PINGSUEY "	On 26th January.
GLASGOW and LIVERPOOL	" MOYUNE "	On 28th January.
GLASGOW and LIVERPOOL	" GLAUCUS "	On 5th February.
GLASGOW and LIVERPOOL	" PAKLING "	On 12th February.
GLASGOW and LIVERPOOL	" IDOMENEUS "	On 20th February.
GLASGOW and LIVERPOOL	" AG MIMNON "	On 22nd February.
GLASGOW and LIVERPOOL	" MENELAUS "	On 27th February.
GLASGOW and LIVERPOOL	" RHIPHEUS "	On 4th March.
GLASGOW and LIVERPOOL	" MACHAON "	On 5th March.
GLASGOW and LIVERPOOL	" TELEMACHUS "	On 12th March.
S.S. " PINGSUEY " left Singapore 20th inst. and is expected here 26th inst.		
S.S. " MOYUNE " left Singapore 22nd inst. a.m. and is due here 28th inst.		

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM & LONDON	" DIOMED "	On 2nd February.
LONDON & ANTWERP	" NESTOR "	On 5th February.
LONDON & ANTWERP	" KINTUCK "	On 10th February.
*GENOA, MARSEILLES & L'POOL	" KEEFUM "	On 22nd February.
LONDON & ANTWERP	" MOYUNE "	On 1st March.
LONDON & ANTWERP	" GLAUCUS "	On 15th March.
LONDON & ANTWERP	" AJAX "	On 20th March.
LONDON & ANTWERP	" PAKLING "	On 29th March.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>videlicet</i>	" PINGSUEY "	On 26th January.
NAGASAKI, KOBE and YOKOHAMA,	" AGAMEMNON "	On 24th February.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th January, 1904.

[2]

CHINA NAVIGATION CO., LIMITED.

FOR

	STEAMERS	TO SAIL
MANILA	" KANBU "	28th January.
SHANGHAI	" WOODUMO "	29th "
CEBU	" HUNAN "	29th "
PORT DARWIN, THURSDAY ISLAND,	" ANHUI "	30th " at Noon.
COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	" ICHANG "	1st February.
ILIOILO	" CHANGSHA "	9th "
YOKOHAMA and KOBE		

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.R.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 27th January, 1904.

[7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 30th Jan., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 6th Feb.; at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 23rd January, 1904.

[8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail
" INDRABELLI " 4,899 R. P. Craven Jan. 30, 1904.
" INDRAPURA " 4,899 A. E. Hollingsworth Feb. 13, 1904.
" INDRASAMHA " 5,197 W. E. Craven Mar. 13, 1904.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA
MANILA LINE.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	H. S. Smith	3,876	TUESDAY, 2nd February, at 11 A.M.
ROHILLA MARU	Ernest Bent	3,860	

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. MATSUDA, Acting Manager.

Hongkong, 23rd January, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.
38 1/8 per cent.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd January, 1904. [104]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

" KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [104]

HONGKONG-MACAO LINE.

S.S. "WING CHI,"

Captain SAMUEL BELL SMITH.
DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 34 hours to reach Macao.

WING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904. [104]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

" HAITAN,"

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.

For Freight or Passage apply to

DOUGLAS, LAPRAIK & CO.,

General Managers

Hongkong, 27th January, 1904. [104]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

FOR MOI, SALINA CRUZ MEXICO AND PORTLAND OREGON.

THE Steamship

" LOTHIAN,"

Captain J. C. Williamson, will be despatched for the above Ports, on SATURDAY, the 30th instant, at Daylight.

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 5th January, 1904. [104]

" GLEN " LINE OF STEAMSHIPS.

FOR LONDON.

THE Steamship

" GLENLOCHY,"

Captain Stallard, will be despatched as above on TUESDAY, the 2nd February, 1904.

For Freight, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 18th January

Shipping.

Arrivals.

Amara, Br. s.s., 1,566, Mattock, 26th Jan.,—Moli 21st Jan., Coal.—J. M. & Co.
Yara, Fr. s.s., 4,256, Selli, 27th Jan.,—Mirazelle 27th Dec., and Saigon 23rd Jan.,—Mails and Gen.—M. M.
Haimun, Br. s.s., 636, Passmore, 27th Jan.,—Tamsui 24th Jan., Amoy 25th, and Swatow 26th, Gen.—D. L. & Co.
Socorro, Br. s.s., 6,008, Benton, R.N.R., 27th Jan.,—Antwerp via London 12th Dec., and Singapore 19th Jan., Gen.—P. & O. S. N. Co.
Hunam, Br. s.s., 1,143, Frazier, 27th Jan.,—Canton 26th Jan., Gen.—B. & S.
Szechuen, Br. s.s., 1,140, Sidiford, 27th Jan.,—Canton 26th Jan., Gen.—B. & S.
Mathilde, Ger. s.s., 678, Ulders, 27th Jan.,—Canton 26th Jan., Gen.—J. & Co.
Borneo, Ger. s.s., 1,344, Muhle, 27th Jan.,—Sandakan 21st Jan., Gen. and Timber.—M. & Co.
Hinsang, Br. s.s., 1,536, Sauer, 27th Jan.,—Java 17th Jan., Sugar.—J. M. & Co.
Meefoo, Ch. s.s., 1,321, Whitelow, 27th Jan.,—Shanghai 24th Jan., Gen.—C. M. S. N. Co.
Telemachus, Br. s.s., 1,380, Williamson, 27th Jan.,—Saigon 20th Jan., Gen.—Nam Wo & Co.

Clearances at the Harbour Office:

Germany, for Sourabaya.

Daiy Maru, for Kobe.

Athenian, for Shanghai.

Kwongtang, for Swatow.

Ying King, for Canton.

Haiyan, for Haikow.

Szechuen, for Shanghai.

Yuensang, for Manila.

Rein, for Bangkok.

Mathilde, for Quinhon.

Lightning, for Singapore.

Wingchui, for Macao.

Dorothea Rickmers, for Swatow.

Hotting, for Kwong-chow-wan.

Departures.

Jan. 27.

Athenian, for Vancouver.

Maidzuru Maru, for Aping.

Clara Jelsen, for Haikow.

Whampoa, for Canton.

Yaru, for Shanghai, &c.

Lightning, for Calcutta.

Yuensang, for Manila.

Hailan, for Haikow.

Daiy Maru, for Moji.

Hangchow, for Shanghai.

Germany, for Sourabaya.

Kumano Maru, for Japan.

Passenger arrivals.

Per Haimun, from Coast Ports—Mr. A. S. Lee.

Per Borneo, from Sandakan—Mr. E. E. White, and 166 Chinese.

Per Yaru, for Hongkong front Marseilles—Mr. Dupré and infant, and Mrs. Luzu and infant. From Singapore—Mr. and Mrs. Yow Tuck Seng, Mr. C. J. Arnell, Major Carter, Mrs. Caroline, Messrs. Colclough and Palmull. From Saigon—Messrs. Asgaard, Ed. Forunni, Mr. and Mrs. L. Brignaudy, Mr. and Mrs. Housaye and servant, Mr. E. F. Mercier, and 8 Chinese. For Shanghai from Marseilles—Mrs. Mélisot and infant, Messrs. Clavel, Metinol, Portes, Arthur Rozier and R. Maria. For Kobe from Colombo—Mr. E. A. Kader. From Singapore—Mr. E. Mailjee. For Yohama from Marseilles—Messrs. Thorne, Jolly and Knight. From Colombo—Capt. Carroll, Messrs. A. J. Nenecon and Muller. Per Meteo, from Shanghai—Messrs. Mills, Chin, and 25 Chinese.

Passengers departed.

Per Iyo Maru, for Seattle, &c.—Mr. and Mrs. B. Mori and child, Dr. Paul Edwards, Messrs. R. A. Wood, T. H. Steen and Robt. Baneo.

Per Athenian, Vancouver, &c.—Mr. R. P. Sharp, Mr. and Mrs. Watson, Miss Watson, Messrs. R. Desmaret, E. F. Bateman, C. Michelan, Mr. and Mrs. A. Young, Miss D. Sherman, Messrs. Felix Boos, James Payne, H. M. Ellis and M. Bakken.

Per Yuensang, for Manila—Messrs. F. Cooper, L. V. Bell, J. Reardon, W. M. Carlisle, G. T. Brooks, Frederick A. Chosse, James H. Welch, A. D. Peunver, M. Steven, Ready, Robert Beavert, Emil Sprungli, Ernst Isreal, John Bennie, Chiu Pao, Chua Juat, Chua Tui, Chiu Chong Char, Chan Ban Gai, Cua Mui, Tan Tong and Ah Sio.

Shipping Reports.

Str. Mefeo from Shanghai:—Fresh to strong monsoon in Formosa Channel.

Str. Socota from Antwerp:—Heavy N.E. monsoon and moderate sea, weather overcast.

Str. Borneo from Sandakan:—In the Sulu Sea had lively N.E. winds and moderate sea, in China Sea experienced stormy N.E. gale, high sea and N. swell, in the N.W. part heavy squall with rain.

Str. Hainun from Tamsui:—There to Amoy heavy sea, strong monsoon, thence to Swatow heavy gale, high sea from the N.E., thence to port fresh to moderate E.N.E. monsoon, moderate sea, misty, some rain.

Ships Passed The Canal.

Outward—29th December—Merionethshire, Bingle, Monmouthshire, Chinhua, Konigberg, Ger., and January—Artelista, Moyne, 6th January—Glaucus, Volga, Andalusia, Indramaya, 9th January—Borneo, Rambur, 13th January—Formentor, Silesia, (Aus.) Fuime, Indrawadi, Sefidz, Salsoria, Linan, 16th January—Australia, Eidsvold, Haba Maru, Menell, 20th January—Sumbia, 23rd January—Ertria, Glenlogan, Agamemnon.

Homeward:—13th January—Kawachi Maru, 16th January—Achilles, Marburg, 23rd January—Prometheus, Salazar, Indrat.

Arrivals at Home:—2nd January—Saxonia, Tavulatu, Freiburg, 6th January—Sydney, Sado Maru, 9th January—Brishuel, Ningchow, Polypodium, 13th January—Antenor, Kurdistani, Armand Lebel, 16th January—Prince Heinrich, 20th January—Gentsch, Seneca, Hyson, Suevia, 23rd January—Konig Albert.

Steamers Expected.

Vessels	From	Agents	Due
Rosetta Maru	Manila	T. K. K.	Jan. 28
Moyune	Singapore	B. & S.	Jan. 28
Shawmut	Moji	D. & Co.	Jan. 29
Anhui	Manila	B. & S.	Jan. 29
Chusan	Port of Co.	Jan. 31	3 P.M.
Siberia	Japan	P. M. Co.	Feb. 2
Sachsen	Japan	M. & Co.	Feb. 3
Suisang	Singapore	P. & A. Co.	Feb. 5
Indrapura	Japan	M. & Co.	Feb. 5
Seydlitz	Colombo	M. & Co.	Feb. 5
Changhae	Port Darwin	B. & S.	Feb. 5
Tacoma	Victoria	N. P. Co.	Feb. 11
	San Francisco	O. & Co.	Feb. 12

Hongkong & Whampoa Dock Returns.

H.M.S. Sparrowhawk at Kowloon Dock.

Paul Beau
 " | " | " |
Germany
 " | " | " |
Ellen Rickmers
 " | " | " |
U.S.A.T. Liscum
 " | " | " |
Perla
 " | " | " |
Kansu
 " | " | " |
Tartar
 " | " | " |
H.I.G.M.S. Moewe
 " | " | " |
H.M.S. Glory
 " | " | " |
Vigilant
 " | " | " |
Chihli
 Cosmopolitan | " | " |
Triots
 " | " | " |
Mongkut
 " | " | " |
C. Hardouin
 " | " | " |
Macchew
 " | " | " |
Dorothea Rickmers
 Aberdeen | " | " |
Rein
 " | " | " |

Vessels in Port.

STEAMERS.

An Pho, Br. s.s., 902, Kynoch, 21st Jan.,—Saigon 16th Jan., Rice.—B. & Co.

Charles Hardouin, Fr. s.s., 876, Laurage, 15th Jan.,—Nantes 15th Nov., and Singapore 3rd Jan., Ballast.—M. M.

Chihli, Br. s.s., 1,142, Tschubben, 16th Jan.,—Canton 16th Jan., Gen.—B. & S.

Claverbury, Br. s.s., 2,358, Parker, R.N.R., 27th Dec.,—New York 27th Oct., Case Oil.—S. O. Co.

Daiy Maru, Jap. s.s., 846, Groves, 26th Jan.,—Swatow 25th Jan., Gen.—O. S. K.

Doric, Br. s.s., 4,075, Smith, R.N.R., 19th Jan.,—San Francisco and Shanghai 16th Jan., Mails and Gen.—O. & O. S. S. Co.

Dorothea Rickmers, Ger. s.s., 1,001, Schaefer, 13th Jan.,—Bangkok 4th Jan., Rice.—

Empire, Br. s.s., 4,500, Helms, 24th Jan.,—Australia 3rd Jan., and Manila 21st Jan., Gen.—G. L. & Co.

Empress of India, Br. s.s., 3,003, Marshall, 19th Jan.,—Vancouver 28th Dec., and Shanghai 17th Jan., Mails and Gen.—C. P. R. Co.

Haitian, Br. s.s., 1,832, Roach, 26th Jan.,—Swatow 25th Jan., Gen.—D. L. & Co.

Indravati, Br. s.s., 3,361, Craven, 22nd Jan.,—Portland, Or. 18th Dec., Gen.—P. & A. S. Co.

Koun Maru, Jap. s.s., 1,783, Minamikawa, 22d Jan.,—Moj 17th Jan., Coal.—Chinese.

Kwongyang, Br. s.s., 1,257, Lake, 26th Jan.,—Canton 25th Jan., Gen.—J. M. & Co.

Liscum, Am. transp., 1,072, Healey, 16th Jan.,—Manila 13th Jan., Ballast.—U. S. Govt.

Lothian, Br. s.s., 4,959, Williamson, 24th Jan.,—San Francisco 2nd Dec., Portland 18th, and Moji 20th, Flour.—C. S. S. Co.

Mongkut, Ger. s.s., 859, Göttsche, 21st Jan.,—Bangkok 13th Jan., Rice.—M. & Co.

M. Struve, Ger. s.s., 956, Brandt, 25th Jan.,—Hongkong 22nd Jan., Gen.—A. R. M.

Petrarch, Ger. s.s., 1,252, Ahrens, 26th Jan.,—Moj 19th Jan., Coal.—S. & Co.

Pitsanulok, Ger. s.s., 1,268, Fuchs, 24th Jan.,—Bangkok 15th Jan., Rice and Wood.—B. & S.

Pronto, Norw. s.s., 837, Seeborg, 26th Jan.,—Haiphong and Hoikow 24th Jan., Rice and Pigs.—E. A. T. Co.

Quarta, Ger. s.s., 1,146, Johanssen, 29th Dec.,—Mauritius 4th Dec., Sugar.—S. W. & Co.

Rein, Norw. s.s., 725, Olsen, 17th Jan.,—Bangkok 7th Jan., Rice.—Kin Tye Long, Riverdale, Br. s.s., 2,752, Hay, 23rd Jan.,—New Zealand 18th Jan., and Australia 22nd, Coal.—Admiralty.

Tartar, Br. s.s., 4,415, Evans, 16th Dec.,—Vancouver 16th Nov., and Shanghai 13th Dec., Gen.—C. P. R. Co.

Triots, Ger. s.s., 1,033, Kraeft, 15th Jan.,—Saigon 10th Jan., Gen.—S. & Co.

Zafiro, Br. s.s., 1,611, Rodger, 25th Jan.,—Manila 23rd Jan., Gen.—S. T. & Co.

Post Office.

A Mail will close for:

Canton—Per Honam, 28th Jan., 7.30 A.M.

Swatow and Bangkok—Per Dorothea Rickmers, 28th Jan., 8 A.M.

Swatow, Amoy and Foochow—Per Huitan, 28th Jan., 9 A.M.

Macao—Per Hengshan, 28th Jan., 11.15 P.M.

Shanghai—Per Woong, 28th Jan., 3 P.M.

Manila—Per Kausu, 28th Jan., 3 P.M.

Shanghai—Per Kuangtsang, 28th Jan., 3 P.M.

Canton—Per Kinsan, 28th Jan., 5 P.M.

Canton—Per Powan, 29th Jan., 7.30 A.M.

SPARKLING-MOSELLE MUSCATEL.

\$21.00.

BURGUNDY.

BEAUNE, per case \$14.00.

POMMARD.

" 13.50

ALL SIE

Powell's

GREAT REMOVAL SALE.

Monday, 29th February.

FOR ONE WEEK ONLY.

REDUCTIONS IN ALL DEPARTMENTS
AT 34, QUEEN'S ROAD.

GENUINE BARGAINS.

TERMS:—Cash at time of purchase.

FURTHER PARTICULARS WILL APPEAR LATER.